Table 5. PAD District 1 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, October 2019 (Thousand Barrels)

	Supply						Disposition				
Commodity	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjust- ments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>	Ending Stocks
Crude Oil	2,390			16,372	6,663	-1,815	965	22,644	1	0	10,744
Hydrocarbon Gas Liquids	16,822	-14	676	1,294	1,210		-574	2,264	6,315	11,983	11,376
Natural Gas Liquids		-14	195	1,011	1,098		-499	2,264	6,315	11,032	11,110
Ethane	5,960		_				-143		1,463	-338	520
Propane	-, -		459	789	5,196		309		3,765	8,646	8,210
Normal ButaneIsobutane	1,992 837		-205	136	1,519 -354		-601	1,773	962 1	1,308	1,932
Natural Gasoline		 -14	-59 	86	-354 -285		21 -85	169 322	125	319 1,096	176 272
Refinery Olefins		-14	481	283	-205		-75		123	951	266
Ethylene			16		_		75			16	_
Propylene			523	283	-		-10			928	145
Normal Butylene			-58	-	-		-39			-19	121
Isobutylene			-	-	_		-26			26	0
Other Liquids		874		19,207	61,261	5,157	-4,139	90,258	295	85	69,029
Other Hydrocarbons		877		151	9,300	484	-305	10,950	167	0	8,016
Hydrogen				-	-	106		106	-	Ö	
Oxygenates (excluding Fuel Ethanol)		-		_	-	1	-	_	1	0	_
Renewable Fuels (including Fuel Ethanol)		877		151	9,300	378	-305	10,844	167	0	8,016
Fuel Ethanol		730		_	9,144	521	-293	10,596	91	0	6,851
Renewable Fuels Except Fuel Ethanol		147		151	157	-143	-12	248	76	0	1,165
Other Hydrocarbons				2.050	_	-	-	0.076	- 27	- 85	4 606
Unfinished Oils				3,052 16,004	51,961	4,673	564 -4,398	2,376 76,932	101	0	4,696 56,317
Reformulated		-3 -		8,905	8,602	2,583	655	19,434	101	0	19,190
Conventional		-3		7,099	43,359	2,090	-5,053	57,498	100	Ö	37,127
Aviation Gasoline Blend. Comp.				-	-		-	-	-	_	-
Finished Petroleum Products		_	115,967	12,159	41,722	-5,050	-4,606		3,822	165,582	65,582
Finished Motor Gasoline		-	101,877	2,576	2,968	-5,194	-290		978	101,540	3,923
Reformulated		_	40,389	_	_	-2,340	-12		-	38,061	24
Conventional		_	61,488	2,576	2,968	-2,854	-278		978	63,479	3,899
Finished Aviation Gasoline			- 0.000	1 1 1 1 1 1	117		3		-	115	198
Kerosene			2,066 137	1,156 287	15,866 117		-1,591 196		869 191	19,810 154	9,002 1,884
Distillate Fuel Oil <sup>6</sup>			7,714	4,774	20,215	144	-2,877		297	35,427	37,268
15 ppm sulfur and under			7,615	4,756	19,169	144	-3,544		19	35,209	31,737
Greater than 15 ppm to 500 ppm sulfur			-7	6	4		102		262	-361	1,567
Greater than 500 ppm sulfur			106	12	1,042		565		16	579	3,964
Residual Fuel Oil <sup>7</sup>			664	1,813	-		590		47	1,840	7,539
Less than 0.31 percent sulfur			26	_	_		188		NA	NA	1,757
0.31 to 1.00 percent sulfur			339	880	-		497		NA	NA	1,563
Greater than 1.00 percent sulfur			299	933	_		-95		NA	NA	4,219
Petrochemical Feedstocks			5	4	_		5 5			4	48 48
Other Oils for Petro. Feed. Use				-	_					4	-
Special Naphthas			21	_	-		4			17	40
Lubricants			420	492	456		164		177	1,027	1,254
Waxes			9	72	-		10		78	-7	352
Petroleum Coke			830	1	731		-		1,118	444	-
Marketable			366	1	731		_		1,118	-20	_
Catalyst			464		1.050					464	4.040
Asphalt and Road Oil			1,154	983	1,253		-821		52	4,158	4,040
Still Gas			978 92				1		15	978 76	34
Total	19,212	860	116,643	49,032	110,857	-1,708	-8,354	115,166	10,433	177,651	156,731

<sup>=</sup> Not Applicable

fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

<sup>=</sup> Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

4 A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

<sup>5</sup> Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

6 Excludes stocks located in the "Northeast Heating Oil Reserve", "Northeast Regional Refined Petroleum Product Reserve", and "State of New York's Strategic Fuels Reserve Program". For details see Appendix

D.

7 Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-815, "Monthly Astural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the Ú.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.